

Sharing

the

Superstition

www.superstitionfreeway.com

Hotline: 1-877-700-US60 (8760)

The most challenging highway construction in Arizona history may be the least challenging for motorists. Innovations will minimize traditional conflicts between contractor and commuter as the U.S. 60 Superstition Freeway is totally renovated through Tempe and Mesa.

Construction interference with traffic flow will be limited, more than ever before on Valley freeways, as Granite/Sundt Construction and ADOT work to widen the Superstition, improve its operational characteristics, enhance the corridor’s appearance and

completely resurface the aging highway with smooth, quiet, rubberized pavement.

Reconstruction during the next two years will require motorists to *"Share the Superstition"* with highway workers as the \$184 million project advances.

Inventive planning has combined extensive experience in the Valley with know-how from around the country to implement construction techniques and sequencing that will result in virtually no significant disruptions to traffic when the freeway is most heavily traveled.



Complete Renovation - I-10 to Val Vista Drive

- ◆ a new walkway over U.S. 60 at College Avenue in Tempe
- ◆ redesigned freeway lighting
- ◆ extensive storm drainage improvements

- ◆ free-flow HOV ramps at the I-10 transition and new HOV lanes for the full 13 mile length
- ◆ merge lanes between all interchanges for safer, more efficient traffic flow
- ◆ extra lanes from Alma School to Val Vista in Mesa

- ◆ thousands of new trees enhancing the corridor
- ◆ enhanced sound mitigation with new masonry walls and earthen berms
- ◆ plus a complete resurfacing with smooth, quiet, rubberized pavement

Innovative Planning Plus Inventive Construction Phasing

Anticipated time for modernization of the Superstition Freeway was cut by nearly a year through use of the “Design-Build” concept, a contracting approach proven earlier in the Interstate 17 urban corridor where nine miles were rebuilt in 23 months. Granite/Sundt’s 26 month duration for the U.S. 60 project is remarkable. Even more noteworthy is the inventive construction sequencing which will allow accelerated work with virtually no significant disruptions to traffic when the freeway is most heavily traveled.

Roadway restrictions will be limited to nighttime hours--after 9:00 p.m.--and occasional weekend closures. Traffic interchanges and ramps will remain open with few exceptions. During reconstruction all ramps will be limited to single lanes and ramps meters will be activated for motorists entering the freeway. Construction has been broken into five phases and further divided into two segments, one in Tempe and the other in Mesa, each with its own Project Manager and individual ADOT quality control teams.

What’s first?

Interstate 10

- ◆ preparation for HOV ramp bridge between Southern and Baseline roads
- ◆ widening Southern’s eastbound bridge
- ◆ widen eastbound corridor for future traffic shift

Tempe

- ◆ new retaining walls on south side
- ◆ planned 1-month closure of ramps on Mill Avenue’s east side in July
- ◆ installation of median lighting for freeway

Mesa

- ◆ ramp reconstruction from Dobson Road to Val Vista Drive
- ◆ widen eastbound corridor and railroad, canal and Lindsay Road bridges
- ◆ start sound barrier installation

While we're putting it all in place, please *“Share the Superstition”*. We'll all share the benefits when it's done.

